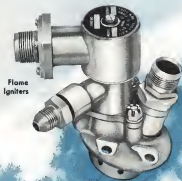


# AVIATION WEEK

A MCGRAW-HILL PUBLICATION

JUNE 13, 1949

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OFFICIAL AIR POWER PHOTOGRAPH

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To answer this threat, the Air Force equipped its C-54's with B. F. Goodrich De-Icers. One of them—4839—is shown above. A winterization season was set up near Munich where De-Icers were installed. Pilots were provided special De-Icing equipment.

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**WEEK**

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<sup>1</sup> *Weeks of Abolished Business Papers, Inc.*, 148 So. 2d 889 (Fla. 1st DCA 1962).

WIRTSCHAFTS UNIVERSITÄT WIEN, Prof. Dr. Johann M. Weidner (1900-1980), Institut für Betriebswirtschaftliche Statistik, 1940-1941, 1942-1943, 1944-1945, 1946-1947, 1948-1949, 1950-1951, 1952-1953, 1954-1955, 1956-1957, 1958-1959, 1960-1961, 1962-1963, 1964-1965, 1966-1967, 1968-1969, 1970-1971, 1972-1973, 1974-1975, 1976-1977, 1978-1979, 1980-1981, 1982-1983, 1984-1985, 1986-1987, 1988-1989, 1990-1991, 1992-1993, 1994-1995, 1996-1997, 1998-1999, 2000-2001, 2002-2003, 2004-2005, 2006-2007, 2008-2009, 2010-2011, 2012-2013, 2014-2015, 2016-2017, 2018-2019, 2020-2021, 2022-2023, 2024-2025, 2026-2027, 2028-2029, 2030-2031, 2032-2033, 2034-2035, 2036-2037, 2038-2039, 2040-2041, 2042-2043, 2044-2045, 2046-2047, 2048-2049, 2050-2051, 2052-2053, 2054-2055, 2056-2057, 2058-2059, 2060-2061, 2062-2063, 2064-2065, 2066-2067, 2068-2069, 2070-2071, 2072-2073, 2074-2075, 2076-2077, 2078-2079, 2080-2081, 2082-2083, 2084-2085, 2086-2087, 2088-2089, 2090-2091, 2092-2093, 2094-2095, 2096-2097, 2098-2099, 2100-2101, 2102-2103, 2104-2105, 2106-2107, 2108-2109, 2110-2111, 2112-2113, 2114-2115, 2116-2117, 2118-2119, 2120-2121, 2122-2123, 2124-2125, 2126-2127, 2128-2129, 2130-2131, 2132-2133, 2134-2135, 2136-2137, 2138-2139, 2140-2141, 2142-2143, 2144-2145, 2146-2147, 2148-2149, 2150-2151, 2152-2153, 2154-2155, 2156-2157, 2158-2159, 2160-2161, 2162-2163, 2164-2165, 2166-2167, 2168-2169, 2170-2171, 2172-2173, 2174-2175, 2176-2177, 2178-2179, 2180-2181, 2182-2183, 2184-2185, 2186-2187, 2188-2189, 2190-2191, 2192-2193, 2194-2195, 2196-2197, 2198-2199, 2200-2201, 2202-2203, 2204-2205, 2206-2207, 2208-2209, 2210-2211, 2212-2213, 2214-2215, 2216-2217, 2218-2219, 2220-2221, 2222-2223, 2224-2225, 2226-2227, 2228-2229, 2230-2231, 2232-2233, 2234-2235, 2236-2237, 2238-2239, 2240-2241, 2242-2243, 2244-2245, 2246-2247, 2248-2249, 2250-2251, 2252-2253, 2254-2255, 2256-2257, 2258-2259, 2260-2261, 2262-2263, 2264-2265, 2266-2267, 2268-2269, 2270-2271, 2272-2273, 2274-2275, 2276-2277, 2278-2279, 2280-2281, 2282-2283, 2284-2285, 2286-2287, 2288-2289, 2290-2291, 2292-2293, 2294-2295, 2296-2297, 2298-2299, 2300-2301, 2302-2303, 2304-2305, 2306-2307, 2308-2309, 2310-2311, 2312-2313, 2314-2315, 2316-2317, 2318-2319, 2320-2321, 2322-2323, 2324-2325, 2326-2327, 2328-2329, 2330-2331, 2332-2333, 2334-2335, 2336-2337, 2338-2339, 2340-2341, 2342-2343, 2344-2345, 2346-2347, 2348-2349, 2350-2351, 2352-2353, 2354-2355, 2356-2357, 2358-2359, 2360-2361, 2362-2363, 2364-2365, 2366-2367, 2368-2369, 2370-2371, 2372-2373, 2374-2375, 2376-2377, 2378-2379, 2380-2381, 2382-2383, 2384-2385, 2386-2387, 2388-2389, 2390-2391, 2392-2393, 2394-2395, 2396-2397, 2398-2399, 2400-2401, 2402-2403, 2404-2405, 2406-2407, 2408-2409, 2410-2411, 2412-2413, 2414-2415, 2416-2417, 2418-2419, 2420-2421, 2422-2423, 2424-2425, 2426-2427, 2428-2429, 2430-2431, 2432-2433, 2434-2435, 2436-2437, 2438-2439, 2440-2441, 2442-2443, 2444-2445, 2446-2447, 2448-2449, 2450-2451, 2452-2453, 2454-2455, 2456-2457, 2458-2459, 2460-2461, 2462-2463, 2464-2465, 2466-2467, 2468-2469, 2470-2471, 2472-2473, 2474-2475, 2476-2477, 2478-2479, 2480-2481, 2482-2483, 2484-2485, 2486-2487, 2488-2489, 2490-2491, 2492-2493, 2494-2495, 2496-2497, 2498-2499, 2500-2501, 2502-2503, 2504-2505, 2506-2507, 2508-2509, 2510-2511, 2512-2513, 2514-2515, 2516-2517, 2518-2519, 2520-2521, 2522-2523, 2524-2525, 2526-2527, 2528-2529, 2530-2531, 2532-2533, 2534-2535, 2536-2537, 2538-2539, 2540-2541, 2542-2543, 2544-2545, 2546-2547, 2548-2549, 2550-2551, 2552-2553, 2554-2555, 2556-2557, 2558-2559, 2560-2561, 2562-2563, 2564-2565, 2566-2567, 2568-2569, 2570-2571, 2572-2573, 2574-2575, 2576-2577, 2578-2579, 2580-2581, 2582-2583, 2584-2585, 2586-2587, 2588-2589, 2590-2591, 2592-2593, 2594-2595, 2596-2597, 2598-2599, 2600-2601, 2602-2603, 2604-2605, 2606-2607, 2608-2609, 2610-2611, 2612-2613, 2614-2615, 2616-2617, 2618-2619, 2620-2621, 2622-2623, 2624-2625, 2626-2627, 2628-2629, 2630-2631, 2632-2633, 2634-2635, 2636-2637, 2638-2639, 2640-2641, 2642-2643, 2644-2645, 2646-2647, 2648-2649, 2650-2651, 2652-2653, 2654-2655, 2656-2657, 2658-2659, 2660-2661, 2662-2663, 2664-2665, 2666-2667, 2668-2669, 2670-2671, 2672-2673, 2674-2675, 2676



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## AVIATION CALENDAR

June 22-23-1965 National Sports Aviation Division convention. American Society of Mechanical Engineers, University of Michigan, Ann Arbor.

June 14-20-1965 year meeting. American Association of University Professors, Washington, D.C.

June 15-16-1965 World Airline Week. Boeing Co., Seattle, Wash.

June 18-19-1965 General Aviation Week. Colorado Springs.

June 20-21-1965 General Aviation Week. Colorado Springs.

June 22-23-1965 General Aviation Week. Colorado Springs.

June 24-25-1965 General Aviation Week. Colorado Springs.

June 26-27-1965 General Aviation Week. Colorado Springs.

June 28-29-1965 General Aviation Week. Colorado Springs.

June 30-1965 General Aviation Week. Colorado Springs.

June 1-1966 General Aviation Week. Colorado Springs.

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Class B (Revere 90-2001)

Class C (Revere 90-2002)

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#### Type II

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Class A (Revere WC-1502)

Class B (Revere WC-1503)

#### Type III

7 ohms per 100 feet

Class A (Revere WC-1504)

Class B (Revere WC-1505)

Class C (Revere WC-1506)

Class D (Revere WC-1507)

Class E (Revere WC-1508)

Class F (Revere WC-1509)

Class G (Revere WC-1510)

Class H (Revere WC-1511)

Class I (Revere WC-1512)

Class J (Revere WC-1513)

Class K (Revere WC-1514)

Class L (Revere WC-1515)

Class M (Revere WC-1516)

Class N (Revere WC-1517)

Class O (Revere WC-1518)

Class P (Revere WC-1519)

Class Q (Revere WC-1520)

Class R (Revere WC-1521)

Class S (Revere WC-1522)

Class T (Revere WC-1523)

Class U (Revere WC-1524)

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Class Z (Revere WC-1529)

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Class AB (Revere WC-1531)

Class AC (Revere WC-1532)

## NEWS DIGEST

### DOMESTIC

Stratoflight Inc. C-86 believed to be carrying 51 persons crashed in the waters off San Juan, Puerto Rico last week, with a possible loss of 54 lives.

Dr. Royal Weller, chief of the engineering department of the Naval Ordnance Laboratory, has been named chief scientist for the Naval Air Test Center, Fort Monmouth.

Funeral services for Adlai DeWitt C. Remy, USN (Ret.), in president of the Aeronautical Industries Association, took place at the recently concluded semi-annual meeting of the AIA board of directors at Williamsburg, Va. Harold Hinesfield, director of public relations and after being for Boeing Airplane Co., has been elected national chairman of the public relations advisory committee of AIA.

Wright Brothers papers have been given to the Library of Congress by donation of the estate of the late Orville Wright.

Earl F. Wack, industrial consultant, received appointment as chief of CAA, and recently in Chicago. He was 52. He had been working on a plan to coordinate landing activities at major Chicago airports.

A DC-8 flew 27% faster from San Francisco to New York, with a robot pilot at the controls for the entire trip. It was testing equipment developed by the Federal Communications Laboratory, Inc., with assistance from McDonnell-Douglas Co.

USAF announced that the number of American aircraft in Britain will be increased from 8000 to 12,000, on the assumption that the British airport will continue. If it stops, USAF says the jets will not be needed.

Aeroflot, Inc., proposed placing headquarters of Consolidated Airlines, Inc. not applied to the Reconstruction Finance Corp. for a loan of \$10 million.

W. C. Rockefeller, now president of the American Airlines, former news editor for Aviation Week, died in a Washington hospital. A Washington newspaper man, he also had been a writer in Chicago, New York and Paris.

### FOREIGN

Feder Aviation Co. Ltd. appointed John Norman Davies, former chief pilot, replacing Peter H. Davis, killed in the recent Conquest crash (Aviation Week, May 9).

## INDUSTRY OBSERVER

►Boeing Aircraft Corp. is designing a two-engine model of its four-engine 747. The proposed model would be powered by two 185 hp Continental engines housed in mid-wing nacelles. Very tentative when first announced at annual 1965-66. This project should not be confused with the experimental four-engine 747 using two engines geared to a single propeller.

►American Airlines is studying possible substitution of the four-engine 747 for its DC-8 and Constellation. Boeing is the larger number of propeller birds could be being discussed on the two AA transport types. American and Constellation are still baffled on the case of the crash but are building up a voluminous case history on the subject. Constellation since 1980 flight hours to grow from initial 1947 to the last year.

►Navy has and GCA experimentally bringing in planes to a carrier deck at sea. Initial tests indicated GCA can be used successfully to speed carrier phase loadings during bad weather and at night. Navy will also experiment with the approach control tower now in use at CAA's La Guardia field control tower to see if it can be applied to carrier problems.

►Goodyear Rubber Co. will find increased Navy interest in its new experimental ship design. Navy believes the ship is still very much in the air-sea warfare value; perhaps partly because it is the only successful vehicle to date for a special type of anti-submarine detector capable of penetrating the depths at which new type subs can now operate. Use of the ship based on carrier at sea has also lengthened as range and increased its endurance. Recently, converted blimps stored ashore continuously for more than 95 hours, refueling and changing crew in brief steps over the ocean.

►Military Air Transport Service is looking for its own bigger than perth is pricing off. Douglas C-74s operating from Mable, Ala. to Frankfurt over a period of 22 C-54 engines, about two and a half times the capacity of a C-54. Lockheed C-124As operating from Wiesbaden AB, to Frankfurt make five trips in the same time it takes a C-54 to make four. The C-124As also carries 35 percent more passengers per trip, making its overall efficiency equivalent to that of two C-54s. Maj. Gen. Lawrence S. Keller, MATS commander, estimates that the seven C-74s now in use are doing the work of 20 C-54s.

►American Overseas Airline is modifying its Model 401 Constellation to handle a total gross weight of 56,000 lb. This is 3000 lb. over present gross allowed in Civil Aeronautics Administration.

►Canada will spend between \$6 and \$10 million annually for a number of years to build a radio network to cover its entire continental area and surrounding waters, according to Canadian Defense Minister Charles. This is in addition to the radio network already in the United States.

►North America's NATV, training guided missiles, is 14 ft. 6 in. long and weighs 1375 lb. It is 15 inches in diameter. It is fired from a 125 ft. launching tower and reached an altitude of 50,000 ft. on its initial test firing. U. S. Air Force is scheduled to order production quantities of the NATV for use in training missile launching crews.

►British Helicopter A.C. is working on plans for developing a fleet of 10 and 15-passenger helicopters to link airports in the London metropolitan area with the center of the city. Floating platforms along the Thames river are planned for the downstream landing spots.

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Vol. 50, No. 24

AVIATION  
WEEK

June 13, 1949

## CAA Chief Rentzel Appoints 'Cabinet'

Four relative newcomers to agency get  
highest jobs directly under administrator.

By Alexander McFarley

Representatives of CAA last week put four men, all relative newcomers in the big federal agency, into the key top-level administrative posts under Administrator Delos W. Rentzel.

- The new *Revel* released
- **Donald W. Nyrop**, deputy administrator for operations
- **Frederick B. Lee**, deputy administrator for plans
- **Edmond M. Starbuck**, executive assistant to administrator
- **Capt. Charles F. House**, director of safety

Other Washington CAA staff officials and most top regional offices reviewed in the hands of CAA old-timers, although several of these posts have been shuffled in the eight months reorganization period.

• **Asst. Dir.**—Philippe M. Moret, director of airports. His deputy, Edgar N. Smith, has been transferred to deputy regional administrator at Atlanta and his duties redistributed within the Office of Airports.

F. S. Herlihy succeeds as director of weather safety. Donald Stuart as di-

rector of technical development, Richard Howell as general counsel, and Ben Stern as director of aviation information, with Wiley Wright, as previously reported, heading the new Office of Aviation Development.

• **Nyrop**, Post-Nyrop's new post, in charge of budget, personnel and management, admits has definitely the No. 2 man in CAA, resulting in an apparent step-down for the senior deputy administrator, Lee. The somewhat indefinite assignment of Lee changes less with coordination of planning of Washington office program and evaluation of regional performance.

Nyrop had been executive assistant to Rentzel since August, 1948, coming to CAA from Air Transport Council. He served as Air Transport Council from 1942 to 1946, transferring his service as a lieutenant colonel and executive operations officer at ATC headquarters. Previously he had been executive assistant to the CAA chairman and as a staff officer for CAA.

• **Starbuck**, Smith-Starbuck goes to his new post from that of director of business administration, which is being consolidated under Nyrop with other

offices. Starbuck had previously served as executive assistant to former Administrator T. P. Wright and recently served with Air Technical Service Command at Wright Field.

• **House**, who is on loan to CAA from the Navy, was special assistant to Rentzel on air navigation problems but has taken over his new post. He is placed William E. Kline who has been transferred to regional administrator at Seattle. Kline replaces Robert Hollings who will be transferred to Washington to take a post not yet announced.

• **Always Deal**—The new agency head occupies probably the most important individual post in CAA with the emphasis which is being placed on the development of an inspection unit under the long-term RTCA program. He came to Rentzel after serving as deputy chief of Navy communications, and was captain of U. S. amphibious forces in the Pacific campaign from Taiwan to Okinawa.

Assuming House is sworn in will be John Starbuck. From CAA regional administrator at Honolulu, he transferred to deputy director of airports.

The new management jobs at 8 Rock, who has held a score of other high-level CAA offices, into the new job of international regional administrator. He has no present assignment. Keith had moved previously from director of program planning and evaluation from assistant administrator for safety, airports, and then director of field operations. The field operations post, in which CAA international activities. Keith also served as a lieutenant colonel in the Air Force in World War II.

The new international region office will coordinate all airline certificates for international route operations. Currently they are administered in several regional offices, depending on the location of the American terminal of the route. The agency will also direct activities under Public Law 647 which authorizes U. S. air navigation and to further control, under the ICAO program for joint support of international air commerce facilities and direct CAA relations to foreign countries.

• **Staff School**—To an effort to get higher caliber administrative work in the agency, Rentzel has announced plans for a staff school to be conducted annually in Washington or Oklahoma City.



Donald W. Nyrop



Charles F. House

AVIATION WEEK, June 13, 1949

HEADLINE NEWS

11









Ansoning Whitworth's Apollo-1st on second transport design especially for its prop power-in shown in this new photo

## SEC Reports Stock Transactions

Fundrise of 2100 common shares of Bell Aircraft Corp. stock by the Trust York Corp., New York City, is reported by the Securities and Exchange Commission in its latest report of major transactions covering mid-April to mid-May. The acquisition bought the firm's holding in Bell to 152,544 common shares.

Other official transactions reported in the survey were:

- **Boeing Aircraft Corp.**, sale of 2000 shares by Charles Taylor of Wichita, director, leaving a holding of 8330 shares.
- **Carlin Wright Corp.**, sale of 2300 common shares by Daniel M. Sheffer of Philadelphia, director, leaving a holding of 30,600 shares.
- **National Airlines**, purchase of 1400 common shares by Joseph Merrill Jones of New Orleans, director, making a holding of 2100 shares.
- **Pan American Airways**, sale of 300 capital shares by Franklin Glubb of New York City, director, leaving a holding of 4534 shares.
- **Piper Aircraft**, purchase of 180 preferred shares by William T. Piper, president, making a total holding of 9600 preferred shares and 165,276 common shares.
- **Rockwell Molds Co.**, purchase of 1000 common shares by the U. S. Fed. Co. of Richmond, Va., making a total holding of 674,750 shares.
- **Spartan Corp.**, sale of 400 common shares by Thomas Day of New York City, director, leaving a holding of 300 shares.
- **Tudor Beller Boeing Co.**, sale of 400 common shares by Robert Brown of Columbia, S.C., director, leaving a holding of 390 shares.

## TURBOPROP TRANSPORT

photo. Craft is powered by four Ansoning Shidley Maltby HT turboprops, will accommodate 11 passengers or 7100 lb. of freight

- **Transcontinental & Western Air**, purchase of 180 common shares by E. G. Cocks of Kansas City, vice president, total holding.
- **United Air Lines**, purchase of 80 common shares by Samuel Martin of Chicago, secretary, making a total holding of 235 shares.
- **United Aircraft Corp.**, sale of 200 common shares by H. McNeeld of Irvine, president, leaving a holding of 1000 shares.
- **United Aircraft Products**, sale of 300 common shares by Im Goubar of New York City, director, leaving a holding of 2000 shares.
- **Western Air Lines**, sale of total holding of 1977 common shares by William Coffey of Los Angeles, director.

Officers and directors of aviation firms reporting stock holdings in these companies were:

- **American Airlines** James Beers, director 1100 common shares.
- **Consolidated Value Corp.** Howard Wright, vice president, 574 common shares.
- **Carlin Wright** Raymond Ward, assistant treasurer, 200 common shares.
- **PWA** Vaneck Dierckx, treasurer, 1080 common shares.
- **Western Aircraft Corp.** R. E. Seel Jacobs, 860 common shares.
- **Western Air Lines** I. W. Borchers, director, 508 common shares (plus an indirect ownership in through American & Co., which holds 16,930 shares).
- **Wichita Fugate**, director, 980 common shares.

## Boeing Strike Illegal

Last night's five-man strike at Boeing Airplane Co.'s Seattle plant was held illegal by the Taft-Hartley labor law and the strike action in the union contract, according to a statement by

in its present union. It is designed to come at 505 a day, at 20,000. First flight was made in April.

- **Decision of the U.S. Circuit Court of Appeals**, handed down recently. This verdict upholds the practice taken by Boeing from the time the strike began in April 1949.
- **It also appears in order of the National Labor Relations Board**, issued in November, which:
- **Proved Boeing guilty of refusing to bargain.**
- **Directed Boeing to bargain with the union—American Mechanical Union, affiliated with the International Am. of Machinists.**
- **Required the reinstatement of all strikers.**

The court's decision came as an appeal filed by Boeing. NLRB plans to carry the case to the Supreme Court.

If it sticks, the decision opens the door for the "union" Union, AFL, in challenging the beginning rights of the Am. Mechanical. The Transcon has been organizing Boeing shop workers through a new Seattle local. There has been no language in the plant for the past year. The Am. Mechanical returned without a contract in mid-September.

Unless the Circuit Court is reversed, both the Am. Mechanical and the Transcon are expected to try to establish themselves in bargaining agent for the approximately 15,000 production and maintenance employees through an NLRB election.

Following the decision Am. Mechanical filed a petition with the NLRB to force a representative election, which could be held within two months if all parties concerned find themselves in agreement.

The present indication is that the Am. Mechanical, which has represented Boeing workers since they were first organized, has a majority of the workers at the plant.

## Officials Named To Munitions Board

Donald C. Crawford, president of Thompson Products, Inc., Cleveland, has been elected industry chairman of the Munitions Board Aircraft Industry Advisory Committee, which also serves as an advisory group to the National Security Resources Board.

Nicholas P. Brown, president of Boeing Aircraft Corp., is named chairman of a subcommittee to study self-construction relations in connection with industry mobilization. L. C. Good, vice-president, General Motors Corp., leads another self-construction subcommittee, primarily in individual plants.

Proposed to conduct "war games" among selected industry units to prove readiness for prompt expansion, was deferred for prompt expansion, was deferred for prompt expansion, was deferred for prompt expansion.

Another proposal for a self-construction plan, will be studied by the group. May Geo Patrick W. Timberlake, USAF, is Government Chairman. Donald F. Casperson, Chairman of the Materials Board, welcomed the members. Other members and alternates were: Lemuel C. Jones, president, Consolidated Value Aircraft Corp., San Diego; J. H. Kinsinger, president, North American Aviation, Inc., Los Angeles; G. P. Tabor, General Aircraft Engineering Corp., Bridgeport, N. Y.; Harry T. Rowland, vice president (deputy) for Glenn L. Martin, president, Glenn L. Martin Co., Baltimore; M. J. Collins Ward, Jr., president, Fairchild Republic Corp., Dayton, Ohio; Thomas Knowlton, General Aircraft Corp., Alton; C. G. Bennett, executive assistant to the president, General Wright Corp., Wood Ridge, N. J.; H. M. Berman, assistant, United Aircraft Corp., E. Hartford, Conn.

## Legal Snarl Halts Runway Lighting

Stop order on all new airport runway lighting projects in the federal aid program has been issued by CAA. Attorney General Phillip Moore, pending an investigation by CAA legal counsel of Boeing lighting system patent claims.

Order was issued after the Wichita, Kan., Federal project, recent purchase of the Boeing airport lighting system (patents, sent testimony to an city opinion of airport lighting projects. The order until the litigation sought to collect license charges of \$50,000 a year for each of the runway lighting projects.

The charge, Moore pointed out, would amount to \$4,000 for a single 1000 ft. runway.

It took him stop order to all regional administrations refraining each to "pay

amount immediately on all high and medium intensity runway lighting projects to meet current and future needs. The order does not apply to projects already under construction or to test or obstruction lighting projects.

Legal problems created by the Wichita decision for airport are being studied by CAA legal counsel. They include: validity of the patents, whether CAA airport aid funds could be legally used to pay such costs, and provisions for possible future action in the scope of license charges. Next action in the matter is expected to come from the CAA legal office.

Weekend operation of the Pacific coast night vision aids, April 24, through an experimental base extension, the inventor, Lane Merrill Co., manufacturer of the lights, and Weekday (Aviation Week, April 25).

## CAA Funds Boosted By Senate Committee

Senate Appropriations Committee last week boosted CAA Aeronautics Administration allocations for air navigation facilities by \$9 million.

Although expressing doubt that CAA would utilize more than the \$15,630,000 cash and \$113 million contract authorization allowed by the House, the Senate group added the \$9 million to contract authorization. CAA had requested \$50,190,000 for the seven programs (\$25,699,000 cash and \$26.5 million contract).

Senate group approved a CAA total appropriation of \$177,918,000 including \$179,214,000 in cash and \$27,800,000 in contract authorization.

Other changes made by the Senate committee in the House-approved 1950 fiscal year budget for CAA and the Civil Aeronautics Board:

- **CAA funds** were increased by \$179,918,000 from the \$15,630,000. The House would have reduced its present bill by 31 under the House allocation. Original CAA appropriations request was \$15,630,000.
- **Washington** and National Airport was recommended for \$175,000 less (submitted in time for House consideration for construction, in addition to the \$21,500 approved by the House, making a total of \$196,500).
- **Airport monopolies** cannot be estimated by funds granted CAA. A provision of the 1946 airport act prohibits airport proposals from granting exclusive licenses for use of sections for test and laboratory.
- **CAA allocations for the next fiscal year** were approved by the House and the Senate Appropriations Committee are: Air Navigation Development Fund, \$75 million (53 million cash and \$22 million contract authorization); ANCB, originally asked for \$11 million to begin construction of all-weather survey and traffic control equipment, but later increased \$7 million.
- **Airport development**, \$53 million (\$14.5 million cash and \$38.5 million contract authorization); a total of \$300,000 (for administration); a total of \$115 million cash request of the Budget Bureau.
- **Airport airports**, \$3.8 million for improved ports at Anchorage and Fairbanks—the amount requested by Budget Bureau.
- **Technical development**, \$1,458,000—a reduction of \$150,000 to the \$1,308,000.
- **Washington National Airport**, \$1,250,000 for operation and maintenance—a reduction of \$120,000 to the \$1,130 million original CAA proposal.
- **Salaries and expenses**, \$94,402,107—a reduction of \$13,914,285 to the \$97,477,000 asked by Budget Bureau.

## Chicago Air Show

Phy of all the latest U. S. Air Force tactical types, including jet fighters and a large ground display of historic U. S. equipment, will be shown by the National Air Fair to be held at Chicago's O'Hare Airport July 5 and 6.

The air fair is sponsored by the Air Force Association in part of its Third Annual Convention to be held in Chicago July 1-4.

Flight display will include a speed run by North American F-86A, fastest fighter of the world speed contest, appearance of a scheduled airline B-36 bomber, aerobatics and simulated combat by Republic F-94 and Lockheed F-80 jet fighters and aerobatics by a Royal Canadian Air Force team flying the Lockheed Vought F-86 Sabre.

Ground display will include captured German and Japanese equipment, historic USAF planes being presented to the National Air Museum and National Aeronautics Administration's "America's first exhibit" "The story of flight."

## McGraw-Hill Buys 'Airport Directory'

McGraw-Hill Publishing Co. has acquired "The Airport Directory" from Hove Publishing Co., it was announced last week by Robert F. Bogen, publisher of Aviation Week.

Founded in 1912, the Directory is published annually and is the national authority on airport facilities for the aviation industry. It was previously published by the magazine Airport and Air Commerce which has now been discontinued. Publication of the Directory will be continued by Aviation Week.

## Airlines Continue Debt Retirement

Through sinking funds and similar devices, carriers are improving their capital structures.

Despite the financial burdens of the airlines, they are managing to keep up debt retirement actions, which improve their capital structures.

This is being done through the operation of sinking funds and related amortization programs.

► **Capital Solving Problems**—As an outgrowth of financial operations of the last year has recently been completed by Capital Airlines. Added primarily by a retraction could pay some, the company was placed in a position to bring all sinking fund payments up to date.

Under the terms of the indentures covering its original \$10 million debentures, the carrier has been required every May 1 since 1947 to pay into a sinking fund for the retirement of the bonds an amount not to exceed \$150,000 annually, plus any sinking fund deficits in any years such credits of previous periods. Only \$150,000 of debentures were retired in that manner in the year 1947.

► **New Cancellations**—The restrictive indenture prevented the company to place the sinking fund on a contract basis and to cure past deficiencies. A total of \$1,375,000 was paid to the trustee for this purpose in May 1, 1948.

Rather than attempt to purchase debentures on the open market, Capital elected to request tenders from the bondholders. In this manner, the advantage was obtained with the company in the bondholders were forced to pass the price at which their debentures would be accepted. In effect, they were competing with one another, which resulted in obtaining a stronger upward market move in the face of increasing losses heavy requirements for retirement.

► **Retention of Profits**—The net result of this operation permitted Capital to retire \$2,165,000 principal amount of debentures at a substantial discount with a cash outlay of only \$1,375,000, a gross profit of \$1,515,000 was realized in the transaction.

Of greater consequence, is the note that all net reduction in Capital's debt, and improvement in its capital structure. Outstanding debentures now aggregate but \$7,655,000. Further, the original \$4 million bank loan principal at standing has now been reduced to \$2.5 million. As operations permit, it is

probable that this bank debt will continue to be reduced by additional payments.

As of Apr. 30, 1949, Capital revealed total current assets of \$5,455,516, with net income comprising \$3,113,961. Current liabilities, including the \$2.5 million bank debt, aggregated \$4,665,876, leaving a net working capital of \$789,640. In contrast, on Dec. 31, 1947, there was a negative working capital of \$201,621, plus \$5,665,000 of debt since incurred.

► **UAL Action**—United Air Lines has been maintaining the regular schedule of debt retirement as provided under its various loan agreements. During 1948, the carrier drew down a total of \$23 million, payable in 70 quarterly installments of \$1,400,000 each. These payments started Oct. 1, 1948 with a total of \$4,200,000 noted by the carrier since that time.

In addition, United sold \$12 million in 20 year 3 1/2 percent debentures to two insurance companies. A sinking fund operation is also effected in this sale, with \$120,000 paid toward this purpose during 1948 and another \$240,000 slated for retirement this year by the company.

► **TWA Meeting**—Transcontinental & Western Air's first operating results being achieved at the present time as, in large measure, being directed to liquidate the position at the financial policy of the past. These have been discussed in earlier issues of Aviation Week.

► **Drop in Value**—Last year, the National Association of Insurance Commissioners placed a value of 50 cents on the dollar for TWA debentures in the hands of Equitable Life Assurance Society of the United States. At a recent meeting a subcommittee of this association made a new appraisal and recommended that Equitable now carry these debentures at only 38 cents on the dollar.

The subcommittee's action will not become final until approved by the full association at its June meeting of the full association. In the past, however, such approval has been a formality.

As of Dec. 31, 1948, there were 559 million of these TWA debentures outstanding. A sinking fund principal of \$1 million was scheduled for May 28, 1949, with another payment of the

same amount due Nov. 27, 1949. Since losses sinking fund payments are required for 1950 and subsequent years, action modified.

Rising ahead of the Equitable debentures are secured notes issued to finance the major part of the carrier's aircraft.

On Dec. 31, 1948, there were more than \$17 million of such notes outstanding payable in 54 monthly installments.

These notes are now being retired on schedule and serve to improve TWA's equity in the assets securing these floating notes.

► **Northwest Finance**—Northwest Airlines has yet to place its finances on a stable basis. After a delayed boardholder approval of a \$12 million order to be advanced by the Reconstruction Finance Corp., the Civil Aeronautics Board has yet to give its required consent to this loan. If approved by the Board, the RFC loan will act ahead of the \$9 million bank credit obtained by the carrier in April, 1947. Originally, a total of \$15 million was to be made available by the banks but they were able to take advantage of credit programs and kept the amount down to \$9 million as of April 10, 1949.

If granted, the RFC loan will be repaid at the rate of \$1 million quarterly beginning July 1, 1949, and will be secured by a mortgage on all of Northwest's flight equipment and perhaps other assets of the line. It is probable that dividends in Northwest's first quarter stock will be permitted to be made only from current earnings. In the meantime, regardless of the ultimate terms of the pending RFC loan, the bank credit is in better position in 1949 quarterly payments, starting July 1, 1949.

► **American's Situation**—American Airlines, despite its \$480 million in debt has managed to subdivide by selling bond requirements in recent years. The first payment of this series is not due until June 1, 1951 when \$1,350,000 will become due. American, however, has the advantage of having its major financial problems behind it and the earnings generated should readily permit debt retirement as scheduled, if not on an accelerated basis.

The sinking fund principle is sound. As applied to just airline financing, it was intended that the heavy depreciation charges, in most instances, would generate sufficient cash balances to pay out such sinking fund payments. However, this premise that "bank carrying power" would be more than adequate to cover the projected depreciation charges. This has not always happened and when operating losses prevail to be a heavy cash drain instead of financial conditions have resulted.

—Selig Ahtsial

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Let us contrast the development to the street that our present scientific knowledge and research would permit us to design, and they in its ability to supply demonstrated, the new test data—more orders giving more production, allowing cheaper price, leading to still more production.

► Variable Cowl—We have seen continuous development, by Patten and others in the variable engine, of features which add a practical utility.

We are seeing the helicopter develop before our eyes, and if we can only reduce it with more speed and greater stability it will begin to grow even though its cost is high.

We come to the consideration of the really versatile aircraft that can hover, land vertically, take off and fly 100 mph, or more. Selection for the air under study, for example, the process of using ratios for direct lift to be greatly turned into propellers for flight.

In a recent presentation, Ralph Barnard and his associates presented an intriguing study of what they call convertible aircraft. "Convertible" does not seem quite right, since what we are after is really a complete aircraft that can be both vertically and horizontally.

One of the most intriguing research problems in this field has to do with the application of jet engines, in such a way that their operation as flow separator will reduce a high lift on wings for landing and takeoff, which can be diverted into thrust alone for very high speed horizontal flight.

Fortunately these developments, at the moment, are not the experts that they were, because the Germans are finding difficulties that high direct lift configurations would do much to solve.

The Air Force is hounded with fighter planes that go so fast that they can't maneuver in time for turning guns on targets quick enough to be effective. Yet if these same planes were given an enormous increase of lift on their heavily loaded wings for maneuvering purposes they could be turned to a completely new radius. And the Navy Air Arm both for carrier usage and for waterborne aircraft designedly needs

to get away from the high speeds of take off and landing that the fast phases of today are so painfully mixed with.

In ground, therefore, we are facing the rising of power in aircraft research which are applicable to both military and civilian usage—the gap from 100 knots to 0 mph and also the gap of descending planes with maneuverability in a vehicle that will allow it to stop on the air, back up, "change its mind" or proceed at high speed, and then recover "from about its work" the desisting from either requirement of reports that has resulted in heavily increased aircraft utilization.

We have an NACA bibliography facilities and lines how to provide the basic information for an air vehicle safety useful to individuals.

## Index of Translated Technical Papers

First to publish a new selection list of technical translations have been announced by the Central Air Documents Office, Wright Field, Dayton, Ohio.

List will be distributed as loose leaf form and will include about 7500 translations including 2500 already listed in Dec., 1945 edition. Items including newly acquired translations will be made at regular intervals.

Like current list, new index not only will serve as supplement to "Card Index of Captured Air Technical Documents" and the "Desk Catalog of German and Japanese Air Technical Documents," but will be used alone as an index to translated foreign technical documents. It will cover about 10 foreign countries.

Standard Aeronautical Indexing System breakdown will be used in arranging translations, which will be hand alphabetically by author under present NADIS subject section.

Information will include English and foreign titles and other essential cataloging data. There will be no abstracts. Highest security classification will be "Restricted."

Most of actual translations may be obtained from CADO and are available to agencies and contractors of the Armed Forces and to government participating in sponsored phases of the National Research and Development Program.

CADO and its predecessor, Air Documents Division have moved translations accession lists below. However, accession lists at home list phases of a project to provide greatest access of translations available as aeronautical and allied fields to be

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OLD vs. NEW: Left photo shows large pile of oxygen tanks supply tanks formerly required for B-17 crew in contrast to compact Borden version of liquid oxygen converter now developed. Original converter developed by National Bureau of Standards is shown at right.

## Oxygen Converter Saves Space, Weight

One 30-in. X 18-in. diameter unit weighing 60 lb. does job of many tanks requiring considerably more room.

Equipment engineers are getting as excited from the National Bureau of Standards.

Faced with severe limitations of space and weight in high-flying military craft, they can now consider use of a compact, relatively light, fully automatic, liquid-oxygen converter in place of a large and heavy bottle-oxygen supply.

Converter built on the NBS design by commercial manufacturers are expected to have operated in Navy and Air Force flight tests up to 40,000 ft.

► **Conserves Space, Weight.**—Developed by NBS engineers in cooperation with the Navy Bureau of Aeronautics, the new unit requires no source of power, measures less than 30 in. in height and is only 18 in. in diameter.

It weighs 60 lb., holds 62 lb. of oxygen—enough for 10 men for 10 hr. This new quantity of oxygen, supplied from gas cylinders at 1800 psi, would require 21 tanks, each 30-in. in diameter, weighing a total of 190 lb. each.

Based on the NBS design, a converter built by Edgemoor, Denver division of Borden Aviation Co. is under test in a B-17 for the Air Materiel Command. The bottle-oxygen supply for the craft weighs slightly over 400 lb. fully charged, while the new high weight 190 lb. There is an 50 percent saving in space, and volume of oxygen available is

increased 44 percent.

► **How Unit Functions.**—The NBS converter consists of a standard 27-lb. (5.6 gal.) metal Dewar flask modified by addition of a bottom drain, together with two coils, one for pressure build-up, after for warming gas is delivered.

When oxygen gas pressure is to be built up, a valve is opened, allowing the liquid to flow through a down tube and trap at the flask bottom and into the build-up coil, where it is evaporated and stored by the vaporizer.

The warm gas then flows through the coil by thermal convection until it enters the top of the flask, where it mixes with the gas already in the liquid. Here some of the gas condenses on the liquid surface, but this is immediately replaced by freshly warmed gas and the cycle continues, gas pressure rising quickly.

Once pressure is established, gas may be withdrawn by forcing liquid through the bottom drain into the withdrawal coil, where it is evaporated and stored in the atmosphere; it is passed to the outlet manifold.

► **Pressure Controlled.**—Pressure rise in pressure is controlled by closure of an automatic bellows-type valve in the build-up coil, which stops the flow of additional gas to the top of the flask. At higher pressures resulting from heat transmission into the system where it is not operating, another pressure-actuated

valve vents gas directly from the top of the converter to the delivery coil.

When this occurs a stop, any with closed off gas drops the pressure quickly to operating values. A pressure relief valve is provided, as the build-up tube and in the delivery line.

For flows up to 150 liters per min (5 cu ft./min.), gas is delivered within 5 deg. C. of atmospheric temperature. Flow rates over 100 l/min is great, but the delivered gas is colder.

Pressure may be built up when the converter is laid, from 5 to 65 psi in 10 sec. The flask is somewhat stronger than the standard Dewar flask and will withstand 200 psi internally.

Pressure achieved is quite stable and although it drops with oxygen taking, recovery is almost instantaneous.

Depth of the liquid in the container is measured by a differential bellows superimposed connected between bottom drain and top of flask neck.

► **Withdrawal Tests.**—To permit the user to operate in an inverted position a gravity drain is provided. This consists of a line from the top of the flask neck to the bottom of the delivery coil. It has a gravity-controlled valve which opens when apparatus is inverted.

The converter has successfully withstood tests at the Bureau and other Government laboratories under conditions of severe vibration (1000 c.p.m. per in.), rapid acceleration (one times the acceleration of gravity), severe cold (-40 C.), and over heat (75 C.). Performance at 500 psi up to 45 deg. min.



not currently deficient from that observed in the static position.

When the apparatus was erected, pressure rose somewhat more rapidly because of the shorter heat path from the steamplate to the liquid in the tank, but it soon rose the pressure rose was not greatly sufficient to open the relief valve.

► **For Tractor Plant**—The Air Motor Company is using a mobile oxygen liquefaction plant that can be carried in a trailer truck. The trailer can be parked on a corner of the shop field, and with a storage tank, will fill the needs of plants.

Installed at remote bases where oxygen manufacturing equipment would not be practical, large storage tanks are being designed that will hold as much as 1700 gal of the liquid. Transport of the C-76 type will carry one of these tanks. To transport an equal amount of oxygen in the gaseous form would require 40 times the space and about an 80 percent increase in weight because of the number of containers.

The mobile unit can produce liquid oxygen at the rate of 80 lb/hr., 1 gal weighing about 94 lb. Each trailer has its own powerplant, air compressor, air purifier, refrigeration unit and air separator group. The powerplant group

handles all mechanical power for the air compressor and the refrigeration unit as well as electricity for the air purifier, air separator and the 115-v lighting system.

## Precision Counter Measures Shaft-Rpm.

A new speed-measuring instrument has been developed by General Electric Co., Schenectady, N. Y.

Designed to measure speed of rotating shafts, device is accurate to one part in 15,000. Once every second it flashes the shaft's speed during the past second on a limited glass screen.

Known as a "precision counter tachometer," the instrument consists generally of a small a.c. generator connected to shaft being checked.

The latter the generator is turned, higher the frequency of the current it generates. By measuring frequency electronically over a controlled time interval, apparatus has been able to give shaft speed with extreme accuracy.

Shaft rpm, making it based on a screen by means of short telescope controlled by electronic circuits connected to generator. Each telescope tube is equipped a light, and a switch which is operated on screen when light is turned on. Certain of the telescopes light up even second to indicate shaft speed up to six figures.

## New Servicing Dock

Reactive mechanical docks on Navy's Douglas R4D have been set up in hall at the Naval Air Station, Patuxent River, Md., by a new type maintenance dock.

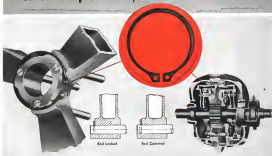
Device is L27 ft long and features built-in oil filling and oil return facilities, engine warming and draining provisions, and a light system for checking wingtips, propellers, wheel wells and other items.

While designed specifically for the Navy version of the Air Force's C-54 dock, this one can be fitted to larger Douglas DC-6s. Entries stand can be disassembled and loaded into place in seconds for shift in a new location.

Only one in container dock was made by Barnes and Runnels Co., Chicago. One more is scheduled for shipment soon for the Naval Air Station, Moffett Field, Calif., and two for the President George.

Estimated time for loading down and reassembling stand is around 90 min. Navy uses dock part for shift in about 90 days, because of the new lubricating, maintenance and safety features which have been built into it.

## Single TRUARC ring holds 3 valve rods, saves \$12 production, 10 hours maintenance



Unique feature of Thomas Truarc's three design is its valve rod assembly, which permits removal and replacement of rods without the necessity of valve out. The Truarc ring holds three rods, by engaging ground grooves provided on one side only of each rod. When rotated

180°, rods rest in the same grooves the ring, permit their easy removal. Ends of replacement rods are tapered for easy reassembly. This design saves an average of 12 man hours of disassembly and assembly time, and eliminates the costly delay of removing the unit to the factory for repair.

Use of W. Truarc's Retaining Rings in the Vordwicks Drive results in an estimated production saving of \$12.00 per unit, repairs Thomas Hydraulic Speed Controls, Inc., of Wichita, Kansas.

Savings in production materials and time, plus simplification of repair procedures with W. Truarc's Retaining Rings tell only part of the story for Thomas Hydraulic, in their own words: "Considerably less skill is required in numerous working operations and re-assembly of the drive then would have been required if the design did not use Truarc rings."

"Our use of Truarc rings has contained subse-

quently in a more economical design than permits several valves pricing. Easier maintenance also provides an additional sales point."

Truarc can cut costs and improve your product, too. Whenever you use installed collars, nuts, bolts, snap rings, cotter pins—there's a Truarc ring that does a better job of holding parts together. W. Truarc's Retaining Rings are precision engineered, easy to assemble and disassemble. Only Truarc rings are made, to give you a non-slip grip. Send us your drawings. W. Truarc engineers will be glad to show you how Truarc can help you.



WALDES ENGINEERING, INC., LONG BEACH CITY 1, NEW YORK

Waldes Engineering, Inc., 4115 Astor Place  
Long Beach City 1, N. Y.

Please send 18 page Data Book on W. Truarc's Retaining Rings.

Name \_\_\_\_\_

Title \_\_\_\_\_

Company \_\_\_\_\_

Business Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

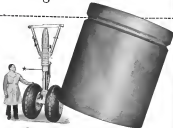
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YOU CAN BE SURE... if it's  
**Westinghouse**



**Micarta**

CUTS DEAD WEIGHT UP TO 80%

Because Micarta is really  
**TOUGH!**

Micarta helps control fly by night, 50% lighter than aluminum. 80% lighter than brass. — Micarta is ideal for many structural parts. In many cases, it does jobs better, because Micarta also absorbs vibration, reduces noise, resists sea shocks, flexes without fatigue, resists hot steam, resists sea water and corrosion, heat and cold.

Ask your nearby Westinghouse office

For Micarta Data Book B-1844-C and Micarta Fact Book B-1844-A, or write Westinghouse Electric Corporation, P. O. Box 606, Pittsburgh 40, Pennsylvania.





## "Stand-in" for 18,000 horsepower



Problems in supply 400-cyde, a.c. power for testing accessories and operating the controls of B-36 bombers while on the ground—without raising the 42,000 hp engines that normally supply it in the air.

Discover this compact, rule and well-engineered Jack & Heintz auxiliary power unit—another example of J&H ability to meet specialized aviation needs. 62 lbs., 400-cyde, 120/240-volt, 3-phase, a.c., plus 21-cup, 20-volt, d.c. output is supplied from 60-cyde, 220/440-volt, 3-phase, a.c. input. Cost mounting illustrated as optional.

Lower your costs with  
**JACK & HEINTZ**  
Dependable  
Aircraft Products

J & H engineers specialize in engineering with aircraft engineers in developing equipment ranging from accessories to complete systems. Why not take advantage of this service yourself? Write us today, outlining your problem.

## NEW AVIATION PRODUCTS

### Spray-Craft Finish

"Stylac" aircraft finish offered by Monsanto Chemical Co., St. Louis, Mo., results chemical action of certain monomers used in agricultural spraying. It is flame-resistant, has high glass qualities, and requires only 4 to 5 applications. Claims that ordinary techniques on spraying and painting aircraft have been known to peel off almost immediately, but that after adhering with Stylac, operators encountered no difficulty. Company says Bell Aircraft Corp. already is applying product to all commercial helicopters leaving its factory and has recommended it to its commercial lines that Stylac be used for refueling exterior surfaces on the craft.



### Hydraulic Power Unit

For press applications, clamping, shearing, static testing, jacking, pulling and metal forming, Model C developed by Sprague Engineering & Sales Co., San Jose, Calif., operates on 100 psi fluid or air supply in portable hydraulic press units from 1000 to 10,000 psi.

Unit makes possible rapid rate travel to desired force and returns to initial or nominal hydraulic pressure are controlled by regulation of air inlet pressure.

Developed primarily for use with oil, pump also is available with special bronze or stainless steel parts for use with water or other corrosive fluids. Pump has 8 in. dia., a 10 in. high and weighs 20 lb. It is available in separate unit or in power unit. Model C/R which includes pump, reservoir, pressure gauge and necessary control valves.



### Relay Variety

Complete line of hermetically sealed relays offered by Automatic Electric Co., 1013 W. Van Buren Street, Chicago 5, Ill., are represented to satisfy temperature, humidity, and vibration tests requirements demanded in armed forces specifications. Relays are available for hermetic sealing in various sizes and shapes of enclosures which are designed to meet practically any existing requirement for type of relay, relay grouping, mounting specifications, and space limitations. Relays available will accommodate operating potentials from a fraction of a volt to several hundred volts. Contact ratings vary from a few milliwatts to several hundred watts. Complete series vary from 1300 relays.



### Finish Saves Tubing

"Perna tube" electric weld steel tubing, covered with plastic not requiring finish, is designed to withstand severe corrosive conditions. Offered by Jones & Langbein Steel Corp., Pittsburgh, Pa., material can be fabricated by bending, expanding, bending, splicing, flaring, and butt-welding, without drawing to contour.

Plastic is Vinylclic produced by

and vinyl resin base. Tube reportedly will not corrode after 2000 hr. exposure in accelerated salt spray tests, and in some cases, will last 3000 hr. before corrosion appears. Company contends that with electrolytic corrosion tubing which, it claims, starts to corrode in 24 hr., and will develop actual rust spots after 150 hr. When subjected to standard weatherability tests, Perna tube reportedly shows no corrosion effect after period considered equivalent to more than five years actual exposure to elements.

Other tests indicate material to be unaffected by low temperatures and resistant to acids. Hermetic tests show it is impervious after more than 1000 hr. exposure to 100 percent relative humidity at 130 F. Perna tube is available in all sizes and shapes of electric weld steel tubing now produced by J&L, up to 18 in. long.



### Flexible Sander

An driven belt sander introduced by Buckner Tools Corp., 21 W. Apple St., Dayton 1, Ohio, adapts to flat, one case as convex surface. Device can be used for sanding sheet metal, solid castings and all types of workpieces in steel, cast iron, brass, rubber, aluminum and magnesium. Unit also is suitable for finishing and sanding wood products. Manufacturer agents in tool box are available undergird on products or tests in automatic machine.

### Engineering Aid

For engineers, draftsmen and navigators, new pocket navigation performance, compass, square scale and lifting device is offered by L. A. Goshua, 9183 Roseland Ave., Detroit, Mich. Goshua's new lifting device, has an steel case approximately to be mounted to 0.002 in. depth. It is made of clear plastic and is reported not to warp, burn or distort.



## RIGHT FOR FLIGHT IN PLANES HEAVY OR LIGHT...

# there's more HPR\* in PACKARD high-altitude aircraft IGNITION CABLE

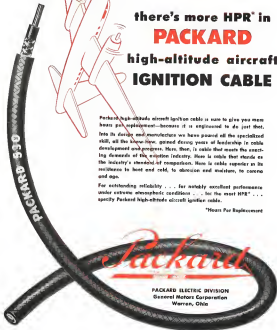
Packard high-altitude aircraft ignition cable is sure to give you more hours per replacement—because it is engineered to do just that. Into its design and manufacture we have poured all the specialized skill, all the know-how, gained during years of leadership in cable development and progress. More, there, is cable that meets the exacting demands of the aviation industry. Here is cable that stands as the industry's standard of comparison. Here is cable superior in its resistance to heat and cold, to abrasion and oxidation, to corrosion and age.

For extraordinary reliability . . . for uniquely excellent performance under extreme atmospheric conditions . . . for the most HPR\* . . . specify Packard high-altitude aircraft ignition cable.

\*Hours Per Replacement

*Packard*

PACKARD ELECTRIC DIVISION  
General Motors Corporation  
Warren, Ohio



South Pasadena, moving the South Pasadena operations to the Van Nuys plant. Consolidation will use the new Magnat Aircraft Co., and will be headed by Ray Menegatti, president and general manager, and M. G. Gera, executive vice president.

► Ryan Aeronautical Co. has booked \$1 million in new business for its metal products division in the past 30 days, principally exhaust systems for military and transport planes and stainless steel jet engine components.

► Cub Aircraft Corp. has been merged with Transvaco-Tulsa Inc. at Tulsa, Okla., in the aircraft division of that corporation, and will continue to make Piper and Mooney aircraft in Canada, at the Cub plant at Hamilton, Ontario.

► Gordon Elms, former chief officer of Western Aircraft, Toronto, has been named manager of the result division.

► Chance Vought Aircraft division of United Aircraft Corp. has recently announced its move to Dallas from Stratford Conn., with all employees and equipment and components expected to be moved by June 30.

► Consolidated Vultee's San Diego division has won its third National Safety Council award for shop production efficiency in a check a doubling report in an airplane in 2,255,174 man hours from Jan. 24 to May 15. It is the only aircraft company and one of two manufacturing companies west of the Mississippi to win the award three times.

► General Electric is installing production tools in the plant at San José, Costa Rica, at Watson, Costa Rica, for production of jet engine components and is expected to employ 300 workers by year's end.

## Latest Air Force Bid Awards

As Material Command procurement Division makes available its Air Force contracts, the latest bid awards shown on this page. Requests for further information should be addressed to Contracting Office, AMSC, Wright Patterson AFB, Dayton, Ohio, or to the MCFPSCS, AMSC, which remains in job the manner of bids in accordance with law.

### AWARDS

For 1000 aircraft (10-0711):  
Ryan Aircraft Co., Pittsburgh, on a bid of \$10,000,000.

For 1000 aircraft (10-0712):  
Ryan Aircraft Co., Pittsburgh, on a bid of \$10,000,000.

For 1000 aircraft (10-0713):  
Ryan Aircraft Co., Pittsburgh, on a bid of \$10,000,000.

For 1000 aircraft (10-0714):  
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For 1000 aircraft (10-0799):  
Ryan Aircraft Co., Pittsburgh, on a bid of \$10,000,000.

For 1000 aircraft (10-0800):  
Ryan Aircraft Co., Pittsburgh, on a bid of \$10,000,000.

## WHO'S WHERE

Worthington Electric Corp., Pittsburgh, elected James H. Jewell, manager of Apperley Sales, and John M. McKibbin, consultant to the vice president and manager of Apperley and Sales, President, at vice president Herbert P. MacDonald, treasury manager in the Eastern District office, was elected assistant treasurer. He also has been appointed credit manager.

Cadillac-Walsh Corp. passed L. L. Holsapple, factory superintendent of the Columbus plant, replacing J. O. Winder, now an agent of the former Pressboard, Hattiesburg, Miss. assistant to H. F. Brown, factory manager.

United Aircraft Corp. appointed Albert B. Walker as assistant secretary. Walker is in the Hamilton Standard Propeller division contract administrator job department.

# SIoux

the *Modern* way  
to **BETTER**  
**PROFITS**



No. 482-Wal Grinders for valves 35", 50", 60", 42" and 60" angle—Valve Ends, Supports, Rocker Arms.



No. 433-Hal-Wal Grinding Unit in Buckeye heat and distortion for valves 15", 20", 42", and 60" angle. Churning capacity 1/4" to 3/4" diameter or more.



No. 482-Wal Grinders for valves 35", 50", 42", and 60" angle—Valve Ends, Supports, Rocker Arms.

## A VALVE FACE GRINDING MACHINE TO FIT YOUR NEED—WHETHER LARGE OR SMALL

Space does not permit complete details—however they are available at your nearest **SIoux** Distributor.

These three units comprise a size and price to fit your needs. They are backed by over 33 years of experiment, research and designing, as well as on-the-job experience of thousands of users throughout the world who have given them the most critical tests.

Sold Only through **SIoux** Distributors



STANDARD THE  
ALBERTSON & CO., INC.

WORLD OVER  
SIoux CITY, IOWA, U. S. A.

## SALES & SERVICE



## New Three-Placer to Sell at \$2500

All-wood plane with claimed speed of more than 150 mph, has folding wings as standard equipment.

By Alexander McFarley

A new all-wood three-place tri-cycle personal plane with folding wings and a V-tail, and priced at \$2500, has been introduced by Jetter Aircraft Co., Deland, Fla. It is named the Jetter.

C. M. Jetter, founder Beech and Cessna engineers, who heads the new company, quotes a cruising speed of "over 150 mph" and a landing speed of under 40 mph, for the Jetter. Plans are powered with a 115 hp. Lycoming O-235-C engine turning a fixed-pitch Schemm wood propeller.

Flight Tests—Prototype is well advanced in its CAA type certification. High test, Ross Robinson, test pilot and sales director reports. Production is proceeding on the first 10 planes, scheduled for delivery by the end of July. With present manufacturing facilities at Deland, August, it is planned that production will be accelerated within three to five months to a rate of 40 to 50 planes a month.

Holdovers and the Jetter will be sold at the \$2500 figure with standard equipment included.

Choice of four color combinations (dark blue, dark green, tan with maroon trim and maroon with tan trim), 6.5 hp retractable electrically-operated tri-cycle landing gear with 6.0 x 6 wheels (dual and nose), hydraulic brakes, starter, generator, battery, navigation lights, landing lights, cabin heater, complete wing/fuselage, full spoolster, fixed pitch wood propeller with spinner.

Large baggage compartment increased for 120 lb., two child's pamp seats for baggage compartment, optional radio, starter, tachometer, compass, fuel level and pressure gauges, oil pressure and temperature gauges.

While fuel performance figures are being withheld pending completion of certification, Jetter reports cruising speed of more than 150 mph, at sea level with full gross load (1600 lb.), landing speed of under 40 mph, rate of climb, 1950 ft./min., 300-mile range, useful load, 800 lb.

The Jetter is described as 20 ft. 10 in. long, 6 ft. 9 in. high with 25 ft. wingspan and wheel track measuring 6 ft. 10 in.

Look-A-Like—Photo of the Jetter indicates a superficial resemblance between the new V-tailed three-placer, and the four-place Beech Bonanza around the size of the plane, while the forward fuselage and wings are reminiscent of the postwar Cessna Model V.

Constructors of the Jetter is 248T aluminum alloy stressed skin throughout fuselage and wing. Fuselage is designed in three pieces for ease of assembly. Simple hand-operated wing folding mechanism is standard unless specified, and reduces the span to little more than the wheel track figure. This gives increased baggage storage.

Stall-Save—Holdover reports that flight characteristics of the Jetter have already been tested extensively, but that efforts to find and/or spin the airplane have been unsuccessful. Holdover has stated that he does not expect to incur

other flight characteristics of the airplane to achieve spin-proof stall-proof certification nor to go into extensive control tests to attain this.

Holdover states that the plane has excellent stability, and takes shape as without any tendency to "hunt". Prototype model uses stick control but production planes will have wheel control columns.

Wing Span—Colony is tapered through after rate, through down 15 in. high and 36 in. wide, and the seat is 48 in. wide.

Is depicted comments about the unusually low price for an airplane of the performance and construction described, which of the Jetter company is replaced. "We are not looking on the price and have already committed ourselves to make deliveries at this figure." Pricing, incidentally, includes full oil and fuel supply for 10 hours.

Deliveries are being arranged by Jetter and Hefner with a number of operators, on a "barter territory" basis, with emphasis on a policy of continuing service to purchasers of the airplane.

## \$125,000 Spray Job

Central Aircraft, Inc., of Yuma, Wash., has completed a 10-day aerial spraying of 160,000 acres of Oregon timber in a \$125,000 project which required eleven planes and three helicopters.

Albert Auer and Herman Poulos directed the operation, with 28 men under their working from five fields. Work had to be completed in 10 days, because that marks the breeding period of the locusts, a small pest which thrives on its food and can destroy a forest within three years if not stopped in time.



ADAMS-RITE offers a worth-while service to the manufacturer who requires a special latching design to meet certain specifications. The creative team at Adams-Rite... experienced custom lock engineers and engineering draftsmen... plan and build latching devices that are precisely right to your requirements. Here, under one roof, is everything necessary to the production of such articles... from feasibility to plating and the in-between stages. Names outstanding in industry are on our list of chemical consultants. Engineering assistance in your special locking device problem is yours for the asking.



QUALITY HANDED  
FOR HEAVY & LIGHT DUTY  
ADAMS-RITE  
MANUFACTURING CO.  
140 WEST DRYDEN DRIVE, GARDEN GROVE, CALIFORNIA 92630

## BRIEFING FOR DEALERS & DISTRIBUTORS

**HELICOPLANE RIVALS**—Sources in Deland, Fla., say that the three-plane poplite prototype (described on previous page) is doing more than lookings and flyings and slow flying that are something to watch. Test pilot Tom Holbrook marked out a 100 ft. circle on the airport and his four things in and out of that. While landing speed is officially quoted at "below 40 mph," local sources say the plane flies much slower actually.

**CAPT. MAN CONTINUES**—Aeronautical Training Society selected Capt. Maxwell W. Balfour of Sparta School of Aeronautics, Tulsa, Okla., president, at the recent meeting in Dallas. It also retained Wayne Winkler as secretary and treasurer. Oliver L. Panko, president of Wayne Aircraft Sales & Service, Inc., San Jose, Calif., was elected vice-president.

Delegates named in addition to Balfour and Panko are E. Merrill Anderson, Milwaukee, Wis.; J. Long, Dallas, Tex.; J. H. Day, Chicago and Denver, Ill.; Alvin W. White, Atlanta, Ga.; J. C. Mowley, Greenville, S.C.; Albert J. Ladd, Lakeland, Fla.; Harry S. White, Palo Alto, Calif.; Winkley N. Raymond, Dayton, Ohio; and Clarence Page, Oklahoma City.

**AVIATION DEVELOPMENT**—If CAA Administrator Del Bosted gives his new Director of Aviation Development, Wiley Wright, some authority and does not permit his program to be blocked by manufacturers in Washington and on the field, it seems likely that private flying will benefit considerably from the creation of the new office. General Order No. 1 signed by Bosted sets up an aviation program for the new development office. Key to watch is the aviation extension division, whose head is not yet named. It is charged with developing programs and carrying them out. It could be either a strong force to help local places and small airports out of their dilemmas, or just another doorway for government personnel.

**LIGHTPLANE BRIEFS**—Walter H. Berch, president of Berch Aircraft Corp. recently made delivery of the 100th four-place Beech Bonanza to W. H. Lutz, Jr., of Flying 1, Roswell, Ga. (GA). Course a concluding touch of Lake Arrow, near Wichita, an Air Force installation, on the new aircraft from Berch. The CAA also announced that it delivered the 100th Model 170 recently to King Cruise, San Antonio, Texas distributor. Luscombe Aircraft Corp. is supplying all its new airplanes with standard steel mufflers, in standard equipment. National Aeronautical Corp. recently took production of VHF Omni Range receivers for the small Navco VHF navigation receiver designed for use in personal aircraft was to be doubled in June with a new assembly line and virtually double the number of models previously available.

**BELOW SAFE ALTITUDES**—Probable cause of the fatal crash of a four-place Beech Bonanza near Cherryland Airport, Sturgeon Bay, Wis., last Dec. 4, was pilot's attempt to maintain visual contact in poor visibility, by flying below minimum safe altitude, the CAA reported last week. Pilot Karl Reynolds had approximately 1600 hours, including 200 hrs. at night and 400 in the Bonanza. Plans attack a tall pine tree, crashed and burned in a wooded area right under the airport after circling for approximately 45 minutes in the airport vicinity. There was an evidence of mechanical failure or malfunctioning of any part of the airplane prior to crash, CAA reported.

**SAFFORD NAMED**—E. S. (Ed) Saftford, formerly Berch expert sales manager, has been advanced to sales director for the company flying survey left by resignation some time ago by Lee H. Smith.

—ALEXANDER McGUIRE

## AIR TRANSPORT

### Rickenbacker's Proposal Scorned

Woodman says offer to take over five carriers is bid for monopoly, while Putnam calls it cannibalization.

By Charles Adams

A deluge of cold water has descended on Eastern Air Lines President E. V. Rickenbacker's proposal to use the government \$10 million annually in mail pay by taking over five competing carriers. (American Weekly, p. 10.)

Delta Air Lines President C. E. Woodman, and Chicago & Southern Air Lines Board Chairman Carlton Putnam have vigorously denounced the plan. Civil Aeronautics Board Chairman Joseph D'OConnell has suggested pointedly that there may be more to look to in this case than the air.

Washington Bureau-Rickenbacker, in a letter to Sen. James Eastland (D., Miss.), Chairman of the Senate Interstate and Foreign Commerce Committee, advised to operate the routes of Delta, Chicago & Southern, Capital National and Colonial Air Lines of EAL's own airline said that Woodman, in a scathing reply, wrote Sen. Johnson:

"The generous proposal contained in (Rickenbacker's) letter should be recognized as no more than a disguised ploy, a self-serving effort of Eastern Air Lines to succeed and enlarge the comfortable monopoly which it now enjoys."

"It is significant that, with the exception of Colonial Airlines, all of the companies which Eastern proposes to operate are within the competitive area of Eastern's system. EAL is presently seeking an extension of its routes to the Pacific Coast, but it has not, in yet, proposed to operate the routes of higher and also various long to us west."

"It seeks instead to eliminate its competitors through the payment of a subsidy to effecting such pay (to the government)."

"(Section of Memphis-Woodman) declared that Eastern's proposal has been sharply shot by the fact of whether this country wants competition, with its resultant pace of unbridled public service, or whether it wants the advantage of monopolistic enterprise. Reynolds in CAA proceedings dated the company's request. Eastern's service was frequent in the days before the Board created the competition which it found was needed, the Delta president explained."

"It is obvious that the bid (EAL's)



DELTA'S WOODMAN is believed to be behind the bid to take over Eastern.

will to serve the public has shrouded any competition was created. We have good reason to believe that Eastern is currently engaged in negotiating an absolute monopoly over the air."

"Eastern is buying an unprecedented amount of advertising in National and Delta cities and it is increasing the frequency of its competitive services. We believe that its purpose is clear."

"Suppose..." The effect, of course, will be that all traffic will be directed, but Eastern, with its larger system and greater resources, will emerge with a proportionately better record of costs versus revenues. Its present proposals, could they be constructed, would be no more and less a method of obtaining the same desired result—elimination of competition."

Woodman said Delta does not believe that monopoly in its transportation is in the public interest. "If we did believe it, we could as easily have offered to operate Eastern's system on the same terms as Eastern has offered to take over Delta and other five Delta, perhaps, in part in effect as operator as Eastern."

"If Delta, with less than 25 percent of Eastern's gross revenues, can match Eastern in service line route control, then naturally Delta could operate without loss of necessary the job EAL

routes from Boston, New York and Washington to Atlanta, New Orleans and Houston, from Boston, New York and Washington to all Florida points, from Detroit, Cincinnati and Pittsburgh to the South, and from St. Louis and Memphis to the east and south. If monopoly were not good and public service as also thought, we would make the offer."

"Should we Eastern—"It can be too easily concluded that Eastern already has a valuable and continuing monopoly. The subsidy consists of the subsidies of public convenience and necessity which it holds for highly profitable routes between large metropolitan producing cities."

"We must not shape our national air transport policy on the basis of the peculiarly fortuitous circumstances in which any one man finds himself at a given moment."

"Peterson Cancellation—Chicago & Southern's Putnam also underlined the danger of monopoly. He said that Eastern, having received subsidies through government aid, is now at tempting to expand by cannibalizing other carriers."

CAA Chairman D'OConnell wrote Sen. Johnson that Eastern's proposal as it did not seem to give with Rickenbacker's new proposal. D'OConnell disclosed that a few months ago Eastern, in discussions with New York Senator J. P. Mohr, had been "amusing conditions" for taking over Northeast Airlines.

These conditions included ownership of NEA's present (unlabeled) routes and the right to take over the main operation of a number of lines on Northeast's routes and assurance (possible from CAA) that no entering line would jeopardize Northeast's routes. "I am inclined before (Rickenbacker) announced that Northeast is to reach his decision that, say, Colorado, is to be next the apparently unconditional offer for the route of the latter," D'OConnell observed.

"D'OConnell also caution—The Board chairman noted that Eastern has paid no better CAA application for \$50-60 a line mile and pay for its Mutual Shares. Putnam, too, was impressed by its domestic rate of about 60 cents a line mile."

Awardment of the Civil Aeronautics Act to certain, in effect, an absolute monopoly of such routes as transportation on the territory and at the Mississippi will require careful scrutiny. D'OConnell told Sen. Johnson in advising a cautious approach to Eastern's proposal.

"Latin America—Brod-McConnell, EAL, took steps to justify itself from alleged threats in its Latin American business. It asked CAA for a visit week, or new routes from New York



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## CAB Sits Tight

Refuses Congressional  
plea to defer nonked  
"death sentence."

Resisting Congressional protests, the Civil Aeronautics Board has announced it will even its "death sentence" review of the unscrupulous regulations.

As a result, large irregular airlines are refusing to the requests for individual exemptions before June 28 to suspend the Board's operating authority which CAB intends to withdraw on that date.

• **Refuses to Surrender.** CAB Chairman Joseph O'Connell dismissed the Board's decision as "unjustified" in a letter from Sen. Edwin Johnson (D., Colo.), chairman of the Senate Interstate and Foreign Commerce Committee. Johnson had urged that the strongest rules be laid in absence, until CAB completes review of the "unjustified" applications for certification.

"We are unable to accept your suggestion, believing our announced program for handling the (unjustified) problem is sound and that fulfillment of our statutory responsibilities require that we adhere to it," O'Connell declared. "We feel that to do otherwise would be to undermine legitimate confidence of our regulations in the past and encourage disregard for them in the future."

"The point should be made again that the Board's regulations concern safety and maintenance of equipment, not the right to fly. Applications for certification will not, therefore, be put out of business by the new procedures."

• **Defends.** Asports-O'Connell said the Board's regulations are "unjustified" in that they are not based on safety. He said that the Board's regulations are "unjustified" in that they are not based on safety. He said that the Board's regulations are "unjustified" in that they are not based on safety.

"Similarly, the total personnel involved is not more than 2700, many of whom are engaged in perfectly legal and legitimate passenger service in air carrier operations or ground service activities which confer no benefit on the irregular airlines," O'Connell said. Johnson's suggestion that unauthorized airlines might be considered a valuable resource to the economy and efficiency of operation

• **Exception Rule.** About 100 irregular airlines operating equipment held effective letters of authorization to operate under the general exemption on or June 1. And eleven of these had already filed for individual exemptions by that time.

Entities included Missouri Air Service, Chicago, Central Air Transport, Miami, Air Service, Inc., Miami Beach, Air Service, Inc., St. Louis, American Flyers, Fort Worth, Texas, Air Service, Seattle, Reed Air Service, North Hollywood, Calif., Scott Air Service, Long Beach, Calif., Continental Airlines, Inc., Miami, Blue Airlines, Los Angeles, and Kalamazoo, Inc., Kalamazoo.

Under the new regulations, large airlines must show that proposed routes are required by the public. The Board will reject those of the scope of individual exemptions and have power to suspend such routes or suspend. Now, the Board denied individual exemptions will have to stop operations.

Meanwhile, these developments have ended the so-called "wild west."

• **Proposed.** Airlines of the West Coast-Hawaii route by a Berkeley, Calif., irregular which has been active on the transcontinental route has brought suit against from United Air Lines. The suit, filed in Federal Court in San Francisco, charges that United Air Lines filed a suit with CAB offering \$100,000 to buy the route and \$100,000 to buy the route and \$100,000 to buy the route.

United complained that Mexico's firm licensing 4.5 seats a mile one-way and 13 seats a mile one-way is "unjustified" in that it is not based on safety. He said that the Board's regulations are "unjustified" in that they are not based on safety.

• **Refuses.** The Board's regulations are "unjustified" in that they are not based on safety. He said that the Board's regulations are "unjustified" in that they are not based on safety. He said that the Board's regulations are "unjustified" in that they are not based on safety.

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are beyond CAB's jurisdiction. The California Public Utilities Commission and state legislature are opposing the situation with possible new controls in mind.

• **Viking Air Lines,** which has been active on the transcontinental route since 1946, has deliberately violated the Civil Aeronautics Act, a CAB enforcement attorney declared in a recent letter to a Board examiner. The Bureau, Calif., company has conducted regular service in violation of the unauthorized exemption and failed to report new flights to CAB, the attorney said in urging revocation of Viking's letter of authorization.

Coincidentally with CAB's latest crackdown on large irregulars, Viking announced it had sold some of its 50 DC-3s to Latin America (Aviation Week, May 21). It has recently been operating under DC-4s coast-to-coast.

## Robinson Quits

C. S. Robinson, founder of Robinson Airlines, New York State leader, has resigned as chairman of the board of the Federal Bureau of Investigation and the board's policies. He also quit his post as member of the board and chairman of the board's executive committee.

Robinson J. Moore, Washington, N. Y. leader, has elected temporary chairman of the board.

Coincidentally with the management change, the company reported that traffic reached a new high in May, when 5750 passengers were flown. BAA's April load factor of 44 percent was higher than that of any other carrier.

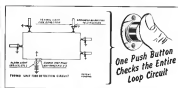
## ICAO Standards Attacked by ATA

ATA has long been an ardent critic of operations may become deeply entangled in the red tape accompanying standards and recommended practices adopted by the International Civil Aviation Organization.

The Air Transport Association has told Congress that proposed ICAO standards for scheduled international service are "too specific in detail."

• **Ref to Progress.** "Recognition of this form of international control becomes apparent when the fact is noted (two in three cases) for promulgating, approving, adopting and implementing standards to such international standards is considered in relation to progress in

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## IATA Conference

(McGraw-Hill World News)  
BURGENSTOCK, Switzerland—International Air Transport Ass'n's third annual technical conference ended here after 10 days, with more than 30 issues facing on the agenda.

Subjects on which agreement was sought included operational fuel requirements for passenger aircraft, fuel reserves, performance requirements for Category A aircraft, and standardization issues, such as approach lighting, position lights as well as aircraft lights.

More than 100 delegates from a score of companies conducted a symposium on the DC-6 with representatives of the manufacturers. Views and information were exchanged on possible use of helicopters as a link between airports and other centers.

## SHORTLINES

► **Alaska Airlines**—Has received CAB authorization to make two round-trip passenger flights between the U. S. and Iceland during the period from June through October.

► **American**—Has flown 35,000 families and 70,000 individuals under its family-of-the-week family fare plan during the past eight months. An AA survey disclosed that 64 percent of the family group passengers would not have traveled by air but for the fare reduction. American wants to extend the plan to Mar. 10, 1950.

► **British W. T. Medford** has become director of maintenance and engineering at 18 Vickers Ltd.

► **BOAC**—Has received its trans-Atlantic service from six to seven round-trips weekly.

► **Central Air Lines**—Has received a CAB exemption to make a DC-4 passenger flight from New York to Israel. CAL is a large regular carrier based in Israel.

► **Cathair**—Lost \$116,000 between Mar. 3, 1948, and Apr. 30, 1949, on its routes from New York and Washington to Bermuda and has requested higher mail pay.

► **Flying Tiger Line**—Expects to show a profit for the first year ending June 18. Company was in the black for the last half of 1948.

► **Mid-Continent**—Reports \$14,202 net profit in April against \$14,227 net loss in the month last year. Operating revenues increased 7 percent, and freight traffic ran at all-time high. A CAB examiner has recommended that MCA be treated as alternate route between Kansas City and New Orleans via Springfield, Mo., Little Rock and El

Dorado, Ark., and Miami and Debra Range, La.

► **National**—Shipped a \$491,580 net profit in April, bringing its earnings since Nov. 3, 1948, to \$1,468,070.

► **The American**—Has received CAB authorization to conduct service south of Mexico from U. S. gateway to points in Latin America via one Miami route, making possible time-saving monthly service.

► **Southern Airways**—Suspension of feeder service was postponed from June 1 to June 10 because of delays in receiving airline transportation and aircraft for stations.

► **TWA-Cambridge**—Has been denied CAB exemption to provide regularly scheduled week-type flights between New York and Puerto Rico pending a final decision on route certificate requirements concerning flying over Mexico.

► **TWA**—Traffic, since domestic routes during the Memorial Day weekend was the heaviest in history, exceeding last year's level by 15 percent. ... **Continental** earned a capacity 56-passenger load on its New York to Los Angeles route flight to Pittsburgh and Chicago June 1. ... **W. E. Tumble** has been named director of operations Europe, replacing E. T. Butler, who resigned to become vice president-operator of Philippine Airlines.

## CAB SCHEDULE

June 10—CAB approval on CAB's new schedule for the Pacific route from Seattle to Los Angeles (Docket 10-43).

June 11—Cancellation of hearings in re-quested Hawaiian route (Docket 10-43).

June 12—Continuation of hearings in re-quest of proposed Alaska route American Trans-Pacific route (Docket 10-43).

June 13—Hearing on foreign air carrier permit application of Swiss company, Swissair, (Docket 10-43).

June 14—Continuation of hearings in re-quest of proposed Hawaiian route from Seattle to Los Angeles (Docket 10-43).

June 15—Continuation of hearings in re-quest of proposed Hawaiian route from Seattle to Los Angeles (Docket 10-43).

June 16—Continuation of hearings in re-quest of proposed Hawaiian route from Seattle to Los Angeles (Docket 10-43).

June 17—Continuation of hearings in re-quest of proposed Hawaiian route from Seattle to Los Angeles (Docket 10-43).

June 18—Continuation of hearings in re-quest of proposed Hawaiian route from Seattle to Los Angeles (Docket 10-43).

June 19—Continuation of hearings in re-quest of proposed Hawaiian route from Seattle to Los Angeles (Docket 10-43).

June 20—Continuation of hearings in re-quest of proposed Hawaiian route from Seattle to Los Angeles (Docket 10-43).

June 21—Continuation of hearings in re-quest of proposed Hawaiian route from Seattle to Los Angeles (Docket 10-43).

June 22—Continuation of hearings in re-quest of proposed Hawaiian route from Seattle to Los Angeles (Docket 10-43).

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## More Shifts at CAA

Administrator Del Rentsch has been in charge of the overstuffed, assembly, politically-motivated Civil Aeronautics Administration for about a year. During most of that time the big government agency has been stymied into a cautious tussle both in Washington and in the field, the fate of which has never been seen since the Civil Aeronautics Act was passed in 1938.

Prospects are that nothing and worse will continue for several more months, at least, as lower echelon changes are made. But top executive shifts with few exceptions, now appear to be crystallizing, under no circumstances made last week.

Advancement of Donald W. Nye from executive assistant to deputy administrator for operations, definitely puts him in CAA's No. 2 spot. Fred B. Lee, the other deputy administrator, is now assigned to "coordinate planning of Washington office programs and evaluation of regional performance."

Edward M. Strohman, who has been director of business management, is being named executive assistant to Rentsch, Nye's previous position.

Appointment of Capt. Charles F. Horne as director of federal airways, replacing William E. Kline, puts a positive advocate of CAA as top man at airways, and this may mean a much stronger CAA leaning toward this type of landing aid, as opposed to CAA's traditional staunch support of the ILS. Horne had been Rentsch's special assistant on air navigation problems, and a author of a Navy report favoring CCA.

The new international region created by Rentsch and headed by Al Koch corresponds in many respects to the old foreign operations office, which Koch as its new head under Administrator T. F. Wright.

Complaints about variance in regional technical decisions have been answered by a decision to put regional executives from the Washington technical services office on regional boards for approval of new aircraft in an effort to get greater uniformity of engineering rulings in the various regions.

Admittedly, the Rentsch upheaval is the most drastic that CAA has ever seen. If the greater efficiency long demanded by the aviation industry as CAA can be attained by this shakedown, it will have been justified.

Aviation Week will watch Mr. Rentsch and CAA closely in coming months, watching success for both. The Administrator has had to fight an unusually rash crop of rumors, even for CAA, ever since he assumed office. We feel that he should fight them more valiantly. For either the Administrator or Aviation Week to continue to ignore their existence would be futile. Both know they exist. This situation need not continue.

The Administrator must set out to prove himself to be as staunch a friend of all other branches of aviation as of

the scheduled airlines whence he came. He knows about the notion of "international deals" as equipment, and should answer them fully, to set them at rest. We feel he did not meet them squarely and completely in earlier statements. Certainly he must be making every effort not to be tagged as favoring any particular commercial aviation service organization, or any miserable bunch of employees. He must guard strenuously against using for CAA employees who are on the payroll of the airlines' wholly owned communications company, Aeronautical Radio, Inc., of which he was formerly president. Until Mr. Rentsch does satisfactorily dispose of such reports, once and for all, he will be working against powerful and unnecessary odds. We hope he destroys the rumors once and for all. CAA and U. S. aviation need a strong administrator of civil aeronautics and perhaps Mr. Rentsch will prove to be that man. We hope so.

## Mr. Johnson Reconsiders

Lois Johnson, Secretary of Defense, last week rescinded the notorious "Consolidation Directive No. 1" of April 14, which gave notice that all information officially released from the Pentagon would thereafter be screened not only in the interest of national security, but also for "policy and propriety."

Aviation Week, on this page May 2, displayed that new outcropping of censorship in an editorial, "Mr. Johnson's new policy begs doubt."

According to William Fye, Mr. Johnson's public relations director, announcements now will be covered by the "existing security review regulations."

We welcomed Mr. Johnson's reconsidering a dangerous official decision, and we hope several other damaging reductions of a strangulation of public information can be threatened in similar decisive fashion.

## Dr. Compton Appointed

Web lecture of Dr. Karl T. Compton as a director of McGraw-Hill Publishing Co., Aviation Week will come the counsel of a third outstanding science will leave to aviation.

Dr. Compton is chairman of the Research & Development Board of the National Military Establishment, and chairman of the corporation of the Massachusetts Institute of Technology. Until recently, he was president of MIT.

Already among Aviation Week's contributors were Dr. Jerome Hunsaker, head of the department of aeronautical engineering of MIT, and Eugene Wilson, now chairman of the board of the Aircraft Industries Assn., and formerly chief of staff to the late Gen. Adm. Joseph M. Reeves. For years, Mr. Wilson was president and vice chairman of United Aircraft Corp.

ROBERT H. WOOD

**1948**

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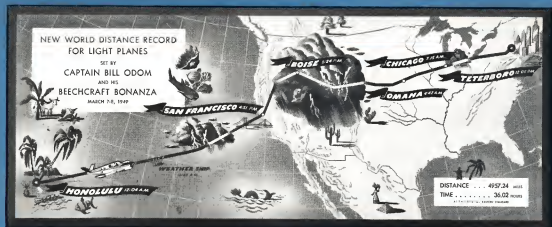
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